

rocker shaft **11** also has a supply passage **13** which supplies hydraulic fluid to an exhaust rocker arm **100** and an intake rocker arm **200**. A valve **30** is located on the common rocker shaft **11**, as shown in Fig. [5] 6. The valve **30** is preferably a normally open solenoid valve, as shown in Fig. 6. It, however, is contemplated by the inventors of the present invention that other suitable valves may be substituted and are considered to be within the scope of the present invention. The valve **30** includes a connector assembly **31** for electrically connecting the valve **30** to a vehicle voltage source[, not shown]. The valve **30** when in an open position permits the flow of hydraulic fluid from passage **12** to supply passage **13**. The rocker arms **100**, **200** and **300** correspond to a cam shaft **20** having three spaced cam lobes **21**, **22**, and **23**. Exhaust cam lobe **21** corresponds to an exhaust rocker arm **100**, as shown in Fig. 7. Intake cam lobe **22** corresponds to an intake rocker arm **200**, as shown in Fig. 11. Brake cam lobe **23** corresponds to a brake rocker arm **300**, as shown in Fig. 14. The exhaust cam lobe **21** and the intake cam lobe **22** are oriented and timed to effect normal valve operation, as in a typical four-stroke internal combustion engine, of the type known in the prior art.

Replace the paragraph beginning at column 15, line 37 with the following:

Fig. 3 depicts the exhaust valve opening and remaining open for optimum engine braking. As shown in Fig. 3, the motion begins [at the] before the TDC of the first compression stroke. Additionally, the extended plateaus shown during which the exhaust valve remains open but with a reduced valve opening, permits drawing exhaust